

**FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.**

[PRICE 6D.]

100-443888-100







**CALEDONIAN RAILWAY,—AND GLASGOW,  
KILMARNOCK, DUNFRIES, AND CARLUIS RAILWAY.**

**COMPARATIVE POPULATION**  
OF the CITIES, TOWNS, and VILLAGES which would be CONNECTED with each other and with CARLISLE, and would yield traffic to the respective lines:

[illegible]

Total population of towns  
and villages 004101  
District coastal line 194303  
Excess in favour of Calicut  
000000

30

**CALEDONIAN RAILWAY.—COMPARATIVE TABLE of**  
the DISTANCES between important PLACES, by the CALEDONIAN and  
other RAILWAYS:—

NAMES OF PLACES.	Distances by the				Advantage in power of the	
	Canal.	Railway.	Highway.	Water.	Canal.	Water.
<b>BRISTOL and LONDON—206,490.</b>						
Distance—11,400	85	130	—	—	54	
Cardiff—93,117	264	164	170	87	75	
Liverpool—60,667	307	202	200	77	74	
Manchester—220,180	319	207	200	63	70	
London—	619	417	470	114	70	
<b>LEICESTER—374,333.</b>						
Cardiff—	87	—	10	—	6	
Cardiff—	100	—	10	—	24	
Liverpool—	300	301	110	100	30	
Manchester—	301	300	300	30	30	
London—	619	417	470	114	70	
<b>LIVERPOOL—40,410.</b>						
Cardiff—	100	—	110	—	10	
Cardiff—	100	—	110	—	10	
Manchester—	301	—	300	—	10	
London—	619	417	470	114	70	
<b>MANCHESTER—220,180.</b>						
Cardiff—	100	—	110	—	10	
Cardiff—	100	—	110	—	10	
Manchester—	301	—	300	—	10	
London—	619	417	470	114	70	
<b>NEWCASTLE—100,000.</b>						
Cardiff—	100	—	110	—	10	
Cardiff—	100	—	110	—	10	
Manchester—	301	—	300	—	10	
London—	619	417	470	114	70	
<b>PLYMOUTH—100,000.</b>						
Cardiff—	100	—	110	—	10	
Cardiff—	100	—	110	—	10	
Manchester—	301	—	300	—	10	
London—	619	417	470	114	70	
<b>READING—100,000.</b>						
Cardiff—	100	—	110	—	10	
Cardiff—	100	—	110	—	10	
Manchester—	301	—	300	—	10	
London—	619	417	470	114	70	
<b>SHARPSBURGH—100,000.</b>						
Cardiff—	100	—	110	—	10	
Cardiff—	100	—	110	—	10	
Manchester—	301	—	300	—	10	
London—	619	417	470	114	70	
<b>ST. LOUIS—100,000.</b>						
Cardiff—	100	—	110	—	10	
Cardiff—	100	—	110	—	10	
Manchester—	301	—	300	—	10	
London—	619	417	470	114	70	
<b>WARRINGTON—100,000.</b>						
Cardiff—	100	—	110	—	10	
Cardiff—	100	—	110	—	10	
Manchester—	301	—	300	—	10	
London—	619	417	470	114	70	

0000

**MEMBERS OF COLUMBIAN RAILWAY**  
provisional committee of the Colombian Railway Company  
The following members of the committee are: ...

[illegible]

## LEONIAN RAILWAY—22—

[illegible]

**DIRECT EAST DEREHAM AND NORWICH RAILWAY.**

IMMEDIATE EXTENSION FROM DUREHAM TO LYNN REGIS, WITH  
A BRANCH TO PAKENHAM.

PROVINCIAL R. J. HARVEY HARVEY,	COMMITTEE. Esq. Norwich, Chatham.
the Right Hon. the Lord Seaton	Thomas Wilson, Esq. Broom
the Rt. Hon. and Rev. the Lord Basington	Henry Bouverie, Esq. Colton
Edward Wellesford, Esq. M.P.	William Sigmond, Esq. Norwich
William Bage, Esq. M.P.	T. G. Springhall, Esq. do
the Mayor of Norwich	A. A. H. Bicknell, Esq. do
the Sheriff of Norwich	William Bull Warren, Esq. do
James Clay, Esq. London	John Wright, Esq. do
Jonathan Houghton, Esq. London	Edward Widdell, Esq. do
the Francis Bacon, Esq. London	George Chapman, Esq. do
the Rev. Thomas Puckett, Maitland	John Norwood, Esq. do
T. Boney, Esq. Merton Hall	Mr. James Harvey, do
Thomas Bruce Evans, Esq. Easton	Mr. Thomas Baines, do
Hall, Galsworthy	Mr. J. Cyprian, do
the Grounds, Esq. Hon. near Dreyham	

(With power to add to their number).  
 DIRECTORS—  
 The Commercial Bank of London  
 Messrs. Harveys and Hudson, Norwich  
 The East of England Bank, East Norwich  
 CONSULTING ENGINEER—Sir John Rossie,  
 ENGINEER—William Gray, Esq., F.R.S.  
 SECRETARY—Thomas S. Culbert, Esq.

**SOLICITORS.**  
Messrs. Bush and Millner, 31, Milk-street, Court, London; William Drake, Esq.,  
Esq. Darham; John R. Staff, Esq. Norwich.  
This line of railway has been projected to connect East Dereham—a populous  
Bosham, Norfolk town, situated in the very centre of the important agricultural county  
Norfolk, with Norwich, its capital city, and the port of Great Yarmouth, with a  
view to extending immediately to the important town and neighbourhood of  
the Lynn, with a branch to Fakenham and Wells.  
It will commence at East Dereham, and proceed in nearly a straight line to Nor-  
wich, passing in its way through or near the towns and villages of North Tudden-  
ham, Mattishall, Mattishall Heath, Welton, and Pakenham, Hingham, Cui-  
ceburg, Southburg, Colney, Eastham, and the adjacent neighbourhoods,  
through a district wholly unprovided with inland navigation—thus giving the  
benefit of railway transit through one of the richest and most thickly settled  
parts of the whole county of Norfolk to its central district; and it will afford the  
convenience of joining at Norwich with the Norwich and Brandon Railway, and the  
great Norwich and Ipswich Extension of the Eastern Union Railway, serving  
East Dereham at once the shortest, most rapid, and economical routes to Nor-  
wich and London, and to the sea at Great Yarmouth and Wells.

the advantages and future necessity of railway communication to every town in Kingdom which is desirous of maintaining its present position and increasing it, and it is a certain that rich or poor, are now far well understood to come to an adequate return for the capital expended in the construction of a line of road, ought now to be without one.

It is obvious of the traffic certain to fall into the line from East Dereham to Norwich, has been carefully prepared from Stamp-office and other returns, upon which no correspondence can be placed, and are found to give rather more than a net 1 per cent. upon the proposed capital—while the actual traffic, taken by passenger returns, show that a considerable increase upon these estimates may be expected.

The superior advantages secured to East Dereham and its vicinity by the direct Dereham and Norwich line over every other that has been proposed, is a saving of the distance to Norwich of seven miles, or nearly one-half, with more facility in the transit of coach, heavy goods, and the principal necessities, besides a consideration of the first importance; and last, it will prevent the loss of the communication of Wymondham of the immense and important north traffic which has been hitherto carried through East Dereham. The extension of a line from East Dereham to Wymondham would, in fact, be a transfer of the advantages now possessed by the town and district of East Dereham to some other point on the line of the Brandon and Norwich Railway, and thus become a vital central market, at the expense of Norwich and East Dereham. The committee, therefore, anticipate with confidence the cordial support of the authorities of that city and of East Dereham and its neighbourhood.

It is further urged by the committee to increase the capital of the company to the amount of £100,000, the object of carrying into effect the several advantages necessary for the establishment of a permanent road to the market, and such a communication with the navigation would be so calculated to meet the concurrence and strongly expressed wishes of the merchants.

[illegible]

COMPANY, MARKET PLACE, NORWICH.

FORM OF APPLICATION FOR SHARES.

I, John Smith and Mary Smith, of Norwich, do hereby certify that I am the owner of 34 shares in the North Norfolk Railway Company, and I agree to take such shares as are allotted to me, and to pay the deposits upon the same, and execute the necessary contracts and other agreements when required.

Witness my hand and seal this 1st day of August 1861.

Name John Smith  
Residence Norwich

**ST DENNIS and NORWICH RAILWAY.**—Notice is hereby given, that NO FURTHER APPLICATIONS FOR SHARES can be made after SATURDAY, the 18th inst., on which day the shares will be put into circulation, and no payment will be received for shares in this company.

**LONDON, EXETER, and FALMOUTH RAILWAY COMPANY.**—A General Meeting of the Shareholders of the above-named Company will be held at the Corporation Rooms, 11, Abchurch Lane, London, E.C. 4, on WEDNESDAY, the 17th inst., at 2 o'clock, for the purpose of considering the Report of the Directors, and the Accounts of the Company for the year ending on the 31st inst., and for the election of Directors and Auditors for the ensuing year.

Dr. SLOAN, of Providence, in the chair.

Secretary having read the reports by which the meeting of the shareholders is convened, read the following proposal made by the shareholders of a company, viz:—The organization of The North Branch and Connecticut Railroad, to be for the purpose of connecting the shareholders in this Connecticut, New Jersey, Maryland, and Pennsylvania Railway Company.

PROPOSAL.

The North Branch and Connecticut Railway Company propose the plan, to wit:

[illegible][illegible]

It is further proposed and agreed, in order to give effect to the said articles and conditions, that the said James Thompson be authorized, empowered, and directed by the said Board of Directors, to execute and perform the said articles and conditions, and to do all such acts and things as may be necessary or proper to carry out the purposes and objects of the said articles and conditions, and to do all such acts and things as may be necessary or proper to carry out the purposes and objects of the said articles and conditions.

[illegible][illegible]NEWARK AND SHEFFIELD RAILWAY.  
COMPLETED

THE UNION OF THE COUNTIES OF NOTTINGHAM AND DERBY WITH  
WEST YORKSHIRE, LANCASHIRE, AND CHESHIRE.  
Capital £100,000, in 25,000 shares, of 4s each.

Provisional Committee.

V. P. Bennett, Esq. Winchester	Geo. Hutton, Esq. Carlton-on-Trent
E. Bradburn, Esq. Grove Hill, Mansfield	J. Hamlyn, Esq. Mansham-on-Grange
Branning, Esq. Mansfield	William Hindmarch, Esq. Farndon Hill
Harry Bradburn, Esq. Woodhouse Grove	Charles Lindsey, Esq. Mansfield
Chapman, Esq. The Mint	J. L. Louch, Esq. Southwell
H. Pegg, Esq. Mansfield	J. J. Mardall, Esq. Nottingham Grove
T. Cole, Esq. Woodhouse Grove	The Mayor of Newark
Dr. Bailey, Esq. Ragby Hall	Col. Bawdwin, M.P. Walsall Hall
Forster, Esq. Mansfield	George Robinson, Esq. Wintons Hall
Arthur Foxall, Esq. Mansfield	Captain Pigot, R. N. Southwell
William Flint, Esq. Hinton	William Rogers, Esq. Woodhouse Grove
T. Forster, Esq. Southwell	J. Raine, Esq. Mansfield Woodhouse
S. Godfrey, Esq. Stubbington	S. Raine, Esq. Woodhouse
Gilmore, Esq. Newark	E. Rykes, Esq. Mansfield Woodhouse
Greenhalgh, Esq. Cherwell, Mansfield	William Taylor, Esq. Mansfield
Guin, Esq. Mansfield Woodhouse	John Thorne, Esq. Newark
William Griffith, Esq. Woodhouse	Thomas Trenchard, Esq. Southwell
Hindmarch, Esq. M. P. Mansfield	Robert Watson, Esq. Mansfield
Simon Holman, Esq. Flaxing Way, Notts	William Wicks, Esq. Southwell
Harcroft, Esq. Birdworth Dale	J. C. Wyld, Esq. Southwell
Isaiah Hart, Esq. Mansfield	J. C. Wyld, Esq. M. D. Nottingham
James Hall, Esq. Park Hall	R. Warrand, Esq. Woodhouse, Southwell
F. Handley, Esq. Newark	J. J. Wenge, Esq. Wintons Hall

(The power is left to their members.)

**COMMITTEE OF DIRECTORS.**

JAMES BALDORN, Esq. Mansfield Woodhouse, Chairman.	R. Greenleigh, Esq. City Bank, Mansfield.
R. V. F. BURNELL, Esq. Winkburn Hall, Vice-Chairman.	J. J. Markett, Esq. Newark.
J. Broadbent, Esq. Grove-hill, Mansfield.	J. Sidons, Esq. West Hill, Mansfield.
Griffiths, Esq. Mansfield.	J. Thorpe, Esq. Newark.
Gill, Esq. Mansfield Woodhouse.	
R. Goadby, Esq. Balderton.	

**BRISTOL**—George Smith, Esq.,  
**BANKERS.**  
 London and Manchester—Messrs. Jones, Ford, and Co.  
 Sheffield—The Sheffield and Yorkshire Banking Company  
 Mansfield and Chesterfield—Messrs. Gossard and  
 Chesterfield—The Chesterfield and Yorkshire Banking Company  
 Newcastle—Messrs. Hasday and Co. and Messrs. Gossard and  
 Southwell—Messrs. W. Hill and Co.  
 Nottingham—Messrs. L. and F. C. Wright and Messrs. Moore and Robinson's  
 Banking Company.

[illegible][illegible][illegible][illegible]

It will be taken in the Act to allow interest at the rate of six per cent. per annum on the sums so lent as well as on all future sums. From the date of each payment of interest the sum so lent shall be deemed to be a loan to the Government. Government and Parliamentary contract will be ready to sign the deed the deposits are counted, and a copy will be the signature of all and all, (Chairman) to each of the following places - London, Manchester, Birmingham, Glasgow, and Edinburgh. The sum of £100,000 will be lent to the Government will be repaid from all payments for interest which will be made to the Government, the Committee, or Corporation respectively.

[illegible]

and to pay the debts upon the same, and execute the Parliamentary and collective agreements, rules, regulations, and any resolutions, orders, and decrees, in this behalf made.

Witness my hand and seal, this 10th day of December, 1890.

JOHN W. HARRIS, Chairman.

Committee of Directors of the Warwick and Northfield Railway, Warwick.

**WARWICK AND SHIFFIELD RAILWAY.**—Notice is hereby given, that NO APPLICATION FOR SHARES in this railway can be received at SHIFFIELD next, as the committee meet on that day to select the

**LIFE ASSURANCE AND ANNUITIES.**  
**AFRILANIAN, COLONIAL AND GENERAL LIFE**  
**ASSURANCE AND ANNUITY COMPANY.**  
Capital of £1,000,000, in Round Shares.  
INCORPORATED IN AUSTRIA.

[illegible][illegible][illegible]







...and ... ..  
... ..  
... ..







from there to Miami.—The new hotel, in connection with the fifth of its strength, there had increased the rate of only on the subject of some left  
it, to construct the first of it, per month, but our merchants must not  
just then the device which have the least satisfaction the Government to  
to a higher day or before completed from England, this fact is  
which admit thought upon to equal those with the  
place. Now that, then, the first day was marked as  
possible to do, and inevitably could make their common  
common situation.



